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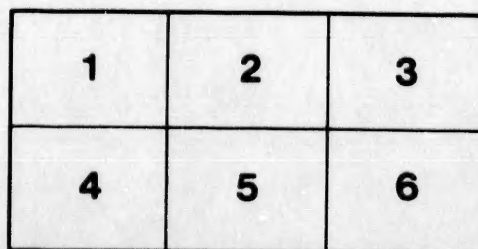
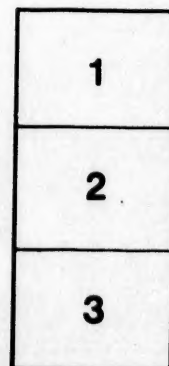
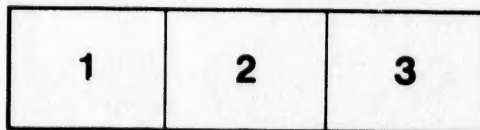
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A COLONIST'S

 **TRIP** 

— TO —



BRITISH COLUMBIA



WHAT HE SAW.

WHAT HE DID.

HOW HE FARED.

NWP
9732
N87400

E H R L I a H
\$55.00

VICTORIA, B. C., March 10th, 1885.

DEAR THOMAS,

As you are aware, I had for a long time been thinking of moving from Eastern Canada, to the newly opened country generally known as the Pacific North-West, so I seized the first opportunity of disposing of my not very profitable business, having decided to take advantage of one of the Pacific Excursions, which so often run now from the Atlantic to the Pacific seaboard.

I will just give you a description of the trip, from the start until I arrived here. The first thing I did was to buy an Emigrant Ticket, as they are the lowest in price; and made up my mind that I would have a pretty rough time before I arrived at my journey's end; in this, however, I was agreeably disappointed, for on arriving at Montreal, we were shown into one of the Emigrant Sleepers, which I am told are now being run over both the Grand Trunk and the Canadian Pacific Railways. These cars are the same in outside appearance as an ordinary car, but inside, they are something like a Pullman, without the upholstering.

The seats used in the daytime, are opened out at night, forming a very comfortable bed, with the addition of a coat or two, and a rug or blanket; another berth is formed by letting down a mattress frame from the top of the car; and, by putting a shawl or curtain in front of your berth you have perfect privacy.

By the time the train started everyone had their quarters comfortably arranged.

Next morning, the occupants of our car were soon astir; and for toilet arrangements, found a washroom supplied with plenty of good clean water. The stove in the car was of such shape that we could make tea or coffee thereon, so that we were as comfortable as if we had had first class tickets.

In that car, we went through to St. Paul, where we arrived at 6 a.m., just 2½ days after leaving Montreal. As the train for the west did not leave until 4 p.m., I and a few others took a stroll around the city, and were greatly surprised at the size and appearance of it—so many fine, large buildings and stores. Then we went up to Minneapolis—the sister city—and saw the great flour mills, &c. The buildings there were also very fine, showing evidences of great wealth and prosperity. We returned to St. Paul in time for the Northern Pacific train; where we found the rest of the party busy with Capt. Cook, the Depot Agent, to whom we had letters of introduction, asking him to show us all the attention possible, and make us comfortable by allotting us good quarters in the car (you can get these letters from the ticket agent, and they are signed by the agent of the Northern Pacific Railway) this he did with considerable grace, giving us checks for the berths we were to occupy, and we were soon in another nice emigrant sleeper. We had come through from Montreal in the other car, and were surprised to learn that the car we had just taken would carry us through to Portland, Oregon, nearly 2,000 miles distant, without change.

We left St. Paul on the regular express train, at 4 o'clock p.m., and shortly after passing Minneapolis, we turned in for the night. I almost forgot to say, that some of the boys bought small mattresses in the Union Depot in St. Paul for 75 cents, a pillow for 25 cents, a pair of blankets for \$1.50, which they found very comfortable things to have. Next morning we had got as far as Jamestown, Dakota, and were then going through the great wheat belt, where they grow the famous No. 1 hard

wheat, the yield being, (I was told) 40 bushels to the acre and weighing from 60 to 65 lbs. to the bushel. At present, however, the country is covered with about 10 inches of snow. The weather, though cold, was beautifully clear and bright.

I saw a great deal along the road that would interest you, but which would take an abler pen than mine to describe, but will say that the whole trip along the line of the Northern Pacific R.R., is full of interest. At Wallula Junction, our emigrant sleeper was taken off the express train, and coupled on to a freight train; we felt a little sorry to see our express train leave us after being hauled by it for three days; and began to think of delays and all sorts of mishaps, but to our surprise, we arrived in Portland only a few hours after the express that left us at Wallula Junction.

Our party now numbered considerably less than when we left Montreal; as they had been getting off by ones and two's, at many of the different towns, of which there are a great number along the line of the Northern Pacific.

They began to leave us at Jamestown, then at Bismarck, Helena, Missoula and Thompson's Falls, which is the nearest point to the great Cœur d'Alene gold mines; until on arriving at Portland we only numbered five, of whom two were for Tacoma, and my friends and myself were going on to Victoria.

After remaining a few hours at Portland, where we crossed the Willamette River, we took the Northern Pacific train for Tacoma, and at Kalama our whole train was ferried across the Columbia River on a very large boat, like the one used at Port Huron, and at half-past seven that evening we arrived at Tacoma, where we took the boat for Victoria. A beautiful sail of a few hours brought us to the end of our journey, after making the trip through from Montreal in eight and a-half days, and I must say that the whole trip from beginning to end was very enjoyable and interesting, and can be made with comparatively no fatigue, as you have your regular rest every night.

A dining car is attached to the Northern Pacific train every day, from which you can procure refreshments, at very reasonable rates.

So in fact, you need not fear any trouble in bringing your family with you, if you come by way of St. Paul and the Northern Pacific.

I will write you again as soon as I find out the particulars of this place, which seems to be growing very fast. I will just add that I hear of a great many large contracts on the railways now building, also wharves and other improvements affording plenty of work to any one able and willing to take hold.

With kind regards to your family and hoping to see you all here soon,

I remain,

Yours sincerely,

J. F. BARRIE.

Ask for your Tickets via St. Paul and the Northern Pacific R.R.

For further information address your nearest Ticket Agent,

OR,

JAS. E. MACDOUGALL,

154 St. James Street,

MONTREAL.

241095